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— Brian Kelley

drivers have virtually the same schedules. All that time and effort is for the honor of racing at Saugus Speedway each weekend. Their reward for their hard work: A trophy if they finish in the top four.

"That's tough for a trophy," said Kelley, who has won 17 trophies and five plaques.

"When you come home and you look at your car and your car looks like this," said Crow, gesturing toward his beat-up '70 Chevy Chevelle, "and you know you're going to spend the next and can only win trophies on Friday nights. Saturday nights, they can win small purses (about $40) in addition to trophies.

Hobby Stocks and Jalopies are claim races. Any car in the Jalopy division can be claimed, i.e. bought, for $500, while Hobby Stock engines can be claimed for $800. Claims discourage drivers from spending a lot of money fixing up their cars, thus keeping the division competitive. Most Hobby Stockers pay their racing expenses out of their own pockets, unlike racers in other classes with sponsors who can foot the bill.

Photos by Gary Thornhill

Hobby Stocks take their lumps as beginners and veterans alike do battle on Saugus' ½-mile paved oval.

"It's a great class," said Krieger, who was named Rookie of the Year last year and is the current points leader. "(Claims) keep it low budget. If it wasn't for that, I wouldn't be able to do it."

Anybody who has a driver's license, a car that meets NASCAR and Saugus safety and performance standards, has paid a $40 membership fee to NASCAR and buys a $12 pit pass fee can enter a Hobby Stock race at Saugus. No racing experience is necessary, which makes for interesting races. Most of the Hobby Stock drivers have been racing a couple years and are skilled, but a lot are first-timers.

"Modifieds are great," Kelley said. "They're super-fast, but it's like Follow The Leader. One guy gets the lead and everybody follows him. In our division, you get guys spinning out, flipping over, hitting the wall. I think that's what the fans — especially at Saugus — want to see."

Andy DeBiasio, 23, is one of the beginners. A full-time student at Pierce College, he helped out a friend in the pits last season, but decided to get behind the wheel this year. He's raced on the track twice with the same result — an accident that put his car out of commission.

His first race was the first enduro of the season. In enduros, a jam car drives the course and is supposed to look out for disabled cars and push them off the track.

"The jam car got a little overzealous in doing what he should have done. He was racing instead of doing his job," DeBiasio said. "I got hit by the jam car and went into a wall."

That accident occurred on the 11th lap, which is a lot better than he did when he ventured out again in his '71 Buick Skylark last Saturday. After six *practice* laps, DeBiasio slid out in turns three and four and went into the wall, badly bending the frame and forcing him to withdraw before the races even began.

"I was a little overanxious and not cautious enough. I was pushing the car too much," DeBiasio said. "I have to see what I was doing wrong. I wanted to go out there my first time and win it. I started off on the wrong foot."

DeBiasio learned his lesson, but others haven't. "You usually get two kinds of people that come out," says the veteran Crow. "One thinks he's the best. He gets a super-fast car, then spins out in every turn. Then you get the slower cars that are there to learn, but they stay on the track. Then you have the junker cars that you have to watch out for. And the drivers are idiots. Most tend to get a car with massive horsepower and fly down the straightaways and either spin out in the corner or slide around."

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